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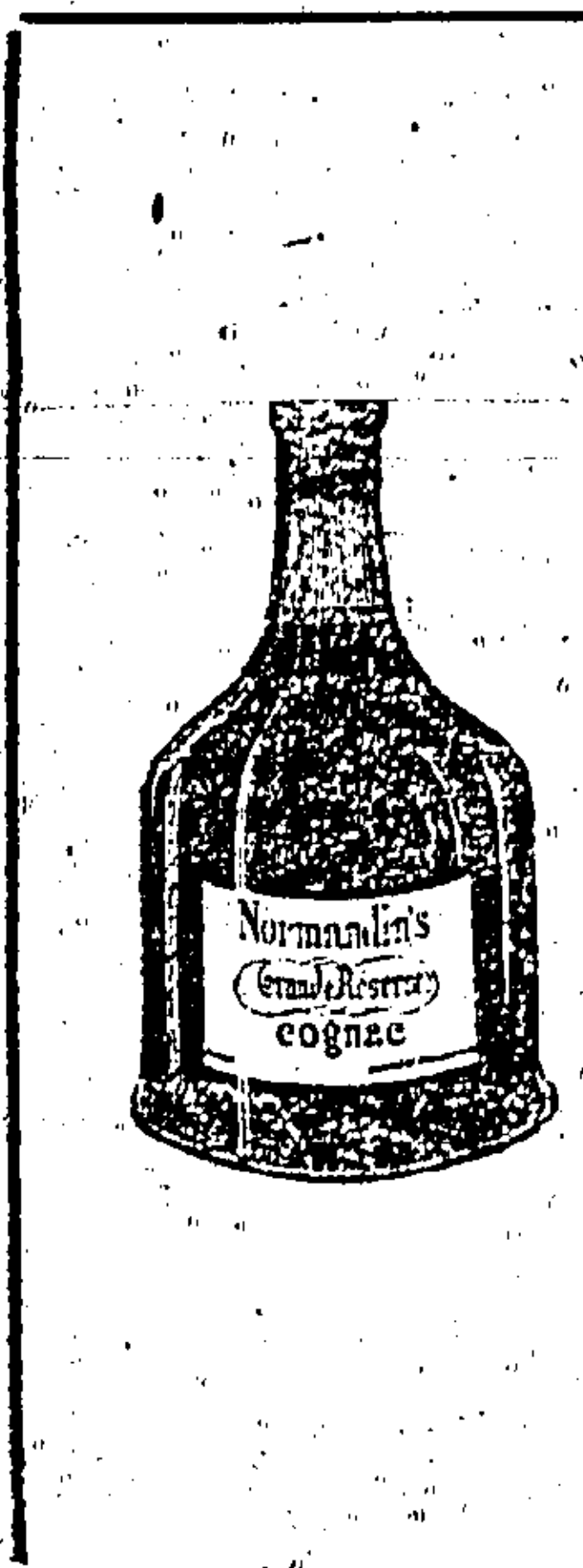
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YOUNG CHINA. EFFECT OF FOREIGN EDUCATION. BRITISH INTERESTS ENDANGERED.

[BY DAVID FRASER IN "THE TIMES"]

The fact that many thousands of Chinese go abroad for education has of late provoked the widespread comment that very few come to Great Britain for that purpose.

Japan in recent years has had as many as 20,000 Chinese students at one time, and if this number has greatly decreased, owing to the unhappy political relations between the two countries, it remains that several thousands are now studying in Tokyo, while fewer than three hundred can be found in all Great Britain. The United States, on the other hand, is highly popular with the Chinese, and two thousand five hundred can be counted in the universities there at the present moment. France is another country to which many Chinese go in pursuit of education, and in Germany there are now more than in Great Britain. Even Switzerland and Belgium have a considerable number of patrons.

No far as Europe and America are concerned, the last named has always been preferred by the Chinese because of the shorter and less expensive voyage, the comparative nearness of America, in particular, being a reason for selection, owing to the facility of return in case of necessity.

There is another reason, however, why so many Chinese students are to be found in the United States.

THE BOXER INDEMNITY.

The Government of that country had in hand an unexpended portion of the Boxer Indemnity, and about ten years ago decided to devote it to the education of Chinese. The money is now being spent, partially on grounding a number of Chinese scholars in China in foreign subjects, and partially in maintaining them thereafter at college in America. A Bill has just passed the U.S. Senate, and will shortly become law, entirely remitting the American share of the Boxer Indemnity, with the purpose of expending the fund on extending the facilities for the education of Chinese. Japan hitherto has made no special endeavour to attract Chinese students, but the Japanese Press has been advocating, and it is understood, that the Japanese Government is considering the question of remitting the Boxer Indemnity with the object of devoting the money to the education of Chinese.

It has long been felt by British in China that Great Britain was losing by neglecting to attract Chinese students in numbers corresponding to the thousands of the impressionable age. Every young Chinese who acquires education abroad returns home as a conscious or unconscious advocate of the culture and standards of the country wherein his mind and outlook have been developed.

GERMAN MILITARY IDEAS.

The Ministries in Peking and the provincial offices are filled with foreign-trained students who influence affairs in consonance with the practices they have observed abroad. German-trained officers and have imported German military ideas and Krupp has profited by it. In one public office, practically run by Japan-trained students, certain admirable proposals put forward by a highly competent Chinese medical man educated in England were repeatedly shelved because the proposer was in a hopeless minority.

China invariably goes to the United States for her political formula, because so many of her young men are imbued with American political notions. In the railway departments the current acts strongly in favour of American practice as regards standardization, accountancy, and so forth. In the schools Japanese and American text-books have a great vogue, while British are neglected because they have so few advocates.

China to-day is run, so far as all public offices are concerned, by the younger men who have acquired foreign education either at home or abroad. Their numbers, in proportion to the total population, are infinitesimal, but in fact it is this comparative few, acting as the clerical and advisory staff of the old-fashioned mandarins and ignorant military rulers, who are exercising incalculable influence in political, social, and economic development. In this small but highly important class, British-trained young men are conspicuous by their scarcity. If it were not for those educated in British missionary schools in China, many of whom occupy good positions, British culture and standards would be almost unknown to the younger generation in China.

BRITISH ACTION.

Of late the British Government, moved by urgent representations from British quarters in China, has begun to take an interest in the subject. The Foreign Office has appointed a Committee, including several men intimately acquainted with conditions in China, to report on the situation and to make recommendations. Unfortunately, no indication has been given to this Committee as to what funds are available.

Meanwhile the British Chambers of Commerce in China have become active on their own account, and have collected over £20,000 for promoting the education of Chinese on British lines.

After a great deal of discussion it has been decided to spend the money over a period of five years in making donations to several highly deserving British missionary secondary schools, for the special purpose of strengthening the British teaching staffs, thus securing a better standard of teaching in these schools, and providing for a larger number of scholars.

(Continued at foot of next column.)

JAPANESE STEAMER STRANDED OFF MINDORO. SHIP ABANDONED.

The captain and the crew of 46 men of the *Ryokui Maru*, the Japanese freighter chartered by the Mitsui Bussan Kaisha, which stranded on Panagitan Reefs on the southern coast of Mindoro, on the night of August 17th, left the stranded vessel at 7.35 o'clock on the morning of the 19th, and abandoned all hopes of saving the ship or her cargo, according to a wireless message received by the local officials of the Mitsui Bussan Kaisha at Manila.

After many fruitless efforts to help the stranded vessel or approach her in order to put a line on board, the U.S. destroyer *Whipple* which left Cavite for the scene of disaster shortly after the S.O.S. message was received at the naval station late on Thursday night, the 17th inst., returned to Cavite on the morning of the 19th. The commander of the destroyer asked the captain of the *Ryokui Maru* if he wished to be taken off, but the latter preferred to remain on board his vessel.

The captain and the crew were able to walk ashore inasmuch as the ill-fated vessel was lying on the reef broadside to the island, with only two and a half feet of water on the starboard side. The depth of the water on the port side is said to be 45 feet.

According to the wireless message received by Mitsui Bussan Kaisha officials, the starboard side of the ship has been ripped out and the *Whipple* feared to pull her off the reef because with the big hole in her side the vessel would probably sink. The *Ryokui Maru* is a "well" ship and has no water-tight compartments.

The *Ryokui Maru* was fully loaded with Java sugar, according to the destroyer commander, although local officials of the Mitsui Bussan Kaisha do not know the value of her cargo. Neither do they know whether the cargo was insured. It is believed, however, that with the ship's tonnage and from the report that she was fully loaded with sugar, the entire cargo must amount to some three million pesos at least.—*Manila Times*.

EUROPE AS A MARKET. "NEW FANGLED AND WEIRD REMEDIES."

Sir Ernest Benn, who has recently returned from a visit to Vienna, in connection with the establishment of "The European Commercial," was the guest at a luncheon of the Rotary Club, at the Hotel Cecil, last month, when he spoke on "Europe as a Market."

He submitted that Europe to-day was the most promising market, there had been in the history of mankind. The fact about Europe was that at last there was a reasonable prospect of getting politicians out of it. (Cheers.) Anything worth doing in the matter of reconstruction would not be done until the business man, and not the politician, took the matter in hand. Conferences, councils, commissions, and all other new fangled and weird remedies were at a discount, and at last there was a chance for the business man to grapple with the problem. It was commonly supposed that trade with Russia was impossible. They had been led to believe that until some highly placed persons signed agreements, they could not exchange goods with Russia. This was a political fallacy. Money, currency, and credit were the invention of the business men for business purposes as a medium for the purpose of facilitating the exchange of goods and service. When money and credit were divorced from goods and service, and when money ceased to represent real things, it lost its real function. They were learning that to-day, and the effect of all the big arguments and the big unthinkable aims of the politicians had been to render the medium of exchange incapable of performing its functions. (Hear, hear.)

The business man had almost got out of the habit of business. Before the war they had in England something like 4,000,000,000 of foreign investments. Now the figure was about 1,900,000,000. There was no doubt that during the next few years they would have to get the position right, and as a market for the purpose Europe was the most desirable and easy.

The Chambers hope to obtain more funds when times improve, when the question of scholarships for the Hongkong University, a British institution for Chinese, and for universities at home will come up for consideration.

But it is obvious that funds thus voluntarily subscribed will never reach a figure which will provide for Chinese figure education in England on the scale which is being achieved in Japan, America, and France. Nothing short of a Government grant will suffice to put Great Britain on an equality with those countries in this respect.

The British Chambers of Commerce in China, laudably doing all they can within their own sphere, have urged the British Government to take up the question, and have specially recommended for consideration the desirability of remitting a portion of the British share of the Boxer Indemnity for the education of Chinese on British lines.

It is the duty of the British Government, and the best policy, to secure the good will of the Chinese people, and there is no straighter way to the hearts of the Chinese than to give them educational facilities. Whether the necessary funds should be provided from the Boxer payments or from some other source is not material, but it is worth while reflecting that the Chinese hate the Boxer Indemnity as a slur on the nation and are eager to have it wiped off their records.

A TIGER TALE. QUICK WORK AT JOHORE BAHRU.

In Mr. E. Alexander Powell's book "Where the Strangers Trails go Down" is a tiger tale, which is reproduced below. There is no place in the world, so far as I am aware, save only a Zoo of course where one can get a shot at a tiger so quickly and with such a minimum of effort as in the Sultanate of Johore. In this connection I heard a story at the Singapore Club, the truth of which is vouched for by those with whom I was having dinner. Shortly before the war, it seems, an American business man... noted... as a hustler was returning from a business trip to China. In the smoking-room of the homeward bound liner, over the highballs and cigars, he listened to the stories of an Englishman who had been hunting big game in Asia. The conversation eventually turned to tigers.

"Johore's the place of tigers," the Englishman remarked, pouring himself another peg of whiskey. "The big game is as thick as foxes in Leicestershire, you're jolly well certain of bagging one the first day out."

"I've always wanted a tiger skin for my smoking room," commented the American. "I could buy one at a fur shop on the Avenue, of course, but I want one that I shot myself. Think I'll run over to Johore while we're at Singapore and get one."

"But I say, my dear fellow," expostulated the Briton, "you really can't do that, you know. We only stop at Singapore for half a day—get in at daybreak and leave again at noon. You can't get a tiger in that time."

"There's no such word as 'can't' in my business. Business methods will bring results in tiger shooting as quickly as in anything else," retorted the American, rising and heading for the wireless room.

A few hours later the American's representative in Singapore, a youngster who had himself been educated in the school of American business, received a wireless message from the head of his house. It read: "Arriving Singapore daybreak Thursday. Leaving noon same day. Wish to shoot tiger in Johore. Make arrangements."

Now the representative in Singapore knew perfectly well that his promotion, if not this job, depended upon his employer getting a tiger. And, as the steamer was due in, four days, there was no time to spare.

From the director of the Singapore Zoo he purchased for considerably above the market price, a decrepit and somewhat moth-eaten tiger of advanced years, which he had transported across the straits to Johore, whence it was conveyed by bullock cart to a spot in the edge of the jungle a dozen miles outside the town, where it was turned loose in an enclosure of wire and bamboo hastily constructed for the purpose.

When the steamer bearing the American magnate dropped anchor in the harbour, the local representative went aboard with the quarantine officer. Ten minutes later, thanks to arrangements made in advance, a launch was bearing him and his chief to the shore, where a motor car was waiting. It is barely a dozen miles from the wharf at Singapore to Woodlands, the ferry station opposite Johore, and the driver had orders to shatter the speed laws, a waiting launch streaked across two miles of channel which separates the island from the mainland and drew up alongside the quay at Johore, where another car was waiting. The roads are excellent in the Sultanate, and thirty minutes of fast driving brought the two Americans to the Zareba, within which the tiger, guarded by natives was peacefully breakfasting on a goat.

"He's a real man-eater," whispered the agent, handing his employer a loaded express rifle. We only located him yesterday. Lured him with a goat, you know. . . the smell of blood attracts 'em. You'd better put a bullet in him before he sees us. One just behind the shoulder will do the business."

The magnate, trembling with excitement for the first time in his busy life, drew a bead on a tawny stripe behind the tiger's shoulder. There was a shattering roar, the great beast pawed convulsively at the air, then rolled on its side and lay motionless.

"Good work," the local man commented approvingly. "It's only an hour and forty minutes since we left the boat—a record for tiger shooting, I fancy. We'll be back at Raffles for breakfast by nine o'clock, and after that I'll show you round the city. Don't worry about the skin, Sir. The natives'll tend to the skinning and I'll have it on board before you sail."

Now—so the story goes—after dinners in the magnate's New York home he takes his guests into the smoking room for cigars and coffee. Spread before the fireplace is a great orange and black pelt, a trifle faded it is true, but indubitably the skin of a tiger.

"Yes," says the host complacently in reply to his guests' admiring comment, "a real man-eater. Shot him myself in the Johore jungle. Easy enough to get a tiger if you use American business methods."

PACIFIC AIR FLIGHT. MAJOR MORGAN'S INTENTION.

It was announced in London last month Major Morgan has cabled to America his decision to attempt the Pacific flight from San Francisco to Sydney, New South Wales. He hopes to leave San Francisco in the first week of October next.

The prize of £10,000 for this flight was offered some time ago by Mr. Thomas Ince, of Los Angeles. The flight will be via Honolulu, Samoa, and Fiji, a total distance of 6,970 miles. Major Morgan has not yet definitely decided on his machine, but it will be fitted with the latest type of directional wireless. He will be accompanied by Captain Haslam (late Australian Flying Corps) as a wireless operator.

AFFAIRS IN CANTON. THE CIVIL GOVERNORSHIP.

Chung Sau Nam, the Chief of the Finance Department at Canton, has been acting on General Chen Chung Ming's behalf in negotiations regarding the Civil Governorship and the proposed "Reorganization Bureau." He has been to Tang Shao Yi's native village in Heungshan and Tang has promised to go to Canton within the next few days. The military commanders and Admiral Tong Ting Kwong have promised their support for the Bureau, which, when inaugurated will attempt a solution of the following three questions:—(1) The appointment of a Civil Governor; (2) Autonomy in the Management of Provincial Affairs; and (3) The reunification of the republic.

THE CIVIL GOVERNORSHIP.

At General Chen's request, Chung Sau Nam introduced Mr. Chan Chik Tu to the Provincial Assembly with a view to obtaining the members' support for his candidature and the official appointment. The members held an informal meeting to discuss the pros and cons and at a subsequent official session announced their views. There were sufficient members to form the legal quorum, but no decision was arrived at as the majority were not in favour of the appointment. Surprised at the suggestion of Mr. Chan's name was expressed as he had no political or administrative experience and no criterion of his character and ability was forthcoming. He was reputed to be a wealthy Hongkong merchant and if his appointment was sanctioned immediately suspicion of corruption might spring up in the minds of the public. They had confidence in his steadfastness of purpose, but that, alone, would not ensure success. The members wished General Chen to be Civil Governor, as he had the power and had proved himself a capable administrator; if he wanted to nominate one of his protégés, he should have allowed them the choice of several. One member said that Mr. Chan would be useful as Civil Governor as he had the influence to bring in help for the finances, but he stipulated that they receive ten months' pay before binding themselves. Another member drew attention to the proposed "Reorganization Bureau" as the Assembly would be disquieted by its formation.

DANQUET AT THE ARSENAL.

General Chen invited the members of the Provincial Assembly to the Canton Arsenal and explained his inability to take up the Civil Governorship, at the same time, strongly recommending Mr. Chan for the position. Sixty-eight members were present and listened to General Chen's recapitulation of the developments in the Province since his return from Cheung Chow in 1920. He said that Dr. Sun's adoption of the title of President was not viewed with favour and his actions led up to the recent crisis. As he (General Chen) strongly believed in the strict separation of civil and military control, he could not very well accede to their persistent requests, but he was grateful. It was imperative that a Civil Governor should be appointed but Tang Shao Yi and Admiral Tong were adamant in their refusals. He was of the opinion that Mr. Chan was the only suitable candidate. Mr. Chan was one of the first Chinese to be educated in America and was imbued with classical and modern learning. As a patriot, he had rendered, unknown, valuable services to the country, and he possessed the necessary ability. The members did not make any definite reply but promised to come to an early decision.

On Thursday, the Provincial Assembly, had another informal discussion and instead of confining themselves to a solution of the present difficulty, spoke about the delay in meeting their salaries and expenses. A few members suggested applying to the Finance Department for some of the back pay before committing themselves. The arrears of pay and expenses extend over almost a year and amount to over \$400,000. General Chen is displeased with the delay and has threatened to return to his residence on the "Hundred Flower" Island near Waichow indicating that he would have nothing more to do with them.

CONDITIONS IN THE PROVINCE.

With the gradual return to normal conditions, the merchants of Canton are trying to make up for lost time, but as yet, although there is a slight improvement business is not very brisk. The stocks, previously sent away for safe keeping have been almost entirely replaced.

AN "INDEPENDENCE" MOVEMENT.

Wong Ming Tong, the pro-Sun commander in the southern part of the Province is still making progress in his independence movement. He has captured a few armed launches belonging to the Canton Government and is trying to extend the scope of his movements. Some of the "People's Army" are rallying to his aid. Judging from a report sent to Canton by one of the magistrates, Wong's troops have been comparatively orderly. Wong is retaining the local revenues and maintaining a strict censorship. He has commended the junk-ferries plying between Pakhoi, Yungking and Kowloon for the transport of his troops. Wong Keung, who has been despatched with 3,000 troops by the Canton authorities to quell the rising, has not offered battle and is asking for reinforcements.

CORRESPONDENCE
PUBLIC UTILITY COMPANIES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

Sir.—The efforts of the Committee which investigated the Telephone Co.'s claims to make drastic increases in their charges has earned such general commendation that the idea of considering how other local companies catering for the public convenience are fulfilling their obligations might well be followed.

Take the Hongkong Tramway Co., Ltd., for example.

It is quite obvious that the gentlemen who for some inscrutable reason have been called upon to guide the destinies of this company in the capacity of Directors never make use of the conveyances which lumber along our frontal highway. It is also fairly well known that seldom, if ever, do the officials of the Company ride in them. There is no need to do so, apparently for an all-considerate Directorate has provided two motor-cars. If I am mistaken, and the Directors and higher officials do make use of their own transport, it is difficult to imagine why the present state of affairs is allowed to exist. A ride in these days in the toast-rucks and top-deckers is a very damnable affair. The number of suits of clothes consigned to a too early wash, the germs of cold, secured, tempers destroyed and inconvenience suffered, are multitudinous. It should surely be within the compass of some competent person to devise a simple and light structure for the tops of cars which would, at least, be watertight.

That is one thing, and the principal one at the moment. The other matters of reasonable complaint include the overcrowding which is allowed to take place in spite of the Company's rule to the contrary, which is never insisted upon, and the inadequacy on many of the cars of first-class accommodation.—Yours,

RAINDROP.

Hongkong, 25th August, 1922.

KWANGTUNG REORGANIZATION BUREAU.
THE NEED OF A DEFINITE POLICY.

At the conclusion of every internal campaign, since the Revolution, plans to reorganize the parts affected by the strife have been devised but seldom carried out, says the *Chinese Commercial News*. The recent struggle has been protracted and Kwangtung is now like a body covered with sores. As the opposing parties only considered their respective interests, no head has been turned to the people's sufferings. The idea of a Reorganization Bureau emanated from Chekiang. Undoubtedly, it has its uses if it is modelled on public-spirited lines and devoted to the objects for which it is expressly formed. Chekiang has benefited from the scheme—the Provincial Constitution has been drafted and the province has autonomy in strictly Provincial Affairs—as the "Tuchunate" has been abolished. The Kwangtung Bureau should devote its immediate attention to, firstly, the demobilisation of superfluous military; secondly, suppression of the bandit elements; and, thirdly, compensation for sufferers from the recent disturbances. It must first accomplish these policies before ambitious Provincial Self-Government schemes are projected. Unless this is done soon, Kwangtung will have the reputation of being the hunting-ground of militarists and bandits. To ensure the leaders' positions the civil population has to submit to "having their bodies carved and the breaking of their bones." Lung Chai Kwong and Lu Yung Ting both claimed that they ruled Kwangtung by right of conquest. They were not Cantonese and we naturally did not expect sympathy from them. But our fellow Provincials aver that they obtained control by blood and flesh and the reward they anticipate is the civil population's property. We can look forward to a repetition of the Lung and Lu regimes, when the only ambition of the officials was personal enrichment and a complete disregard of reorganization and progress.

The future of Kwangtung is in the hands of a few important men and her destiny will depend on their intentions; unless they renounce the corruptions usually connected with the men in power, nothing in the way of progress can be attained. The present worry is not whether the Bureau will be formed or not, but whether the officials who will be in supreme control will actually follow the policies set forth.

POSING AS A GOVERNMENT SERVANT.

YOUNG CHINESE SENT TO PRISON FOR FRAUD.

Cheng Ho, the young Chinese who is alleged to have falsely represented the Sanitary Department for the purpose of obtaining certain sums of money from well-to-do Chinese, was again brought before Mr. Hamilton at the Magistracy yesterday afternoon.

The defendant approached a number of residents in Caine Road and Robinson Road, pretending that he had been sent by the Sanitary Board to receive a sum of money for the purpose of supplying a dustbin. The defendant took the money and in exchange gave a receipt, stating at the same time that the dustbin would be delivered later.

Four charges were preferred against him.

Inspector John Grant prosecuted and said that another charge had been preferred against the defendant and that was obtaining the sum of \$50 by false pretences from Pin Chan Kong of Yauamti.

Peter Young, of No. 9, Conduit Road, said the defendant came to his house between two and three o'clock on August 17th. He produced a document which looked very much like a census paper.

He handed one of these documents to the witness who filled it up at his request. He then asked witness for \$25. This was handed over and the defendant instructed the witness to send one of his boys with him to get a receipt from the office.

Defendant added, "when you are paying rates this money will be deducted." The boy was sent along with defendant. At the P.W.D. the defendant told the boy that the receipt would be sent to Mr. Young on the following morning. Witness then accompanied the boy to the Public Works Department and it was learnt that nothing was known about the supposed distribution of dustbins.

The Magistrate: Did this man tell you that he was a representative of the Sanitary Department?

The witness: Yes, when he handed me the paper he said he came from the Sanitary Department.

You know perfectly well that the Inspectors of the Sanitary Board wear uniform—it did not occur to me at the time. I took him for an official.

The defendant, when asked if he had any questions to put, said: I know your Worship has a very clear mind and that you are a very learned judge. When I spoke to the witness I did not mention anything about the Sanitary Department.

The witness filled in a paper like that produced in Court and I explained that I wanted a paper to enable me to set up in business as a dustbin maker.

The witness denied that the defendant mentioned anything of the sort.

The servant boy who accompanied the defendant to the Public Works Department was next called but he was unable to give any satisfactory answers to the Magistrate's questions and he was told to stand down and another victim was called. This was the complainant in the fifth charge. He told the Magistrate that he lived at 81, Jordan Road, Yauamti. On August 19th the defendant visited his house and said he had called to inspect the building. He asked how many people lived on the ground floor and first floor.

The defendant filled in a paper and ordered the witness to provide a dustbin for each floor. Witness explained that they had never used dustbins previously. All the refuse of the house was generally thrown into the dustcart. The defendant then said "You will be fined for doing that. You will have to pay \$50 for two bins." Witness handed over the \$50.

The Magistrate: Do you mean to say that you paid him \$50?—Yes.

Did he tell you he came from the Sanitary Board?—He said he was employed in the Government Service.

The Magistrate (to defendant): It is quite clear that you got the money by false pretences.

The defendant repeated his former story that he got the money on loan. It was his intention to supply the bins later.

The Magistrate convicted defendant on the first and last charges and decided not to proceed with the other three charges.

Inspector Grant said the man had a previous conviction.

The Magistrate: This is a very serious business. You have got hold of some printed documents and you have let a number of people know that you were a representative of the Government. You are sentenced to six months' hard labour on each charge, both charges to run concurrently.

CRUELTY TO A FOWL.

THE DIFFICULTY IN FIXING RESPONSIBILITY.

In connection with the remand case in which Inspector Fred Fisher of the S.P.C.A. charged a market coolie with cruelty to a fowl, further evidence was taken yesterday, by Mr. Hamilton as to the question of responsibility for the alleged cruelty. The Magistrate at the previous hearing had expressed the opinion that the coolie did not appear to be the man responsible for the offence.

At yesterday's hearing Inspector Fisher produced the master of the Kwong Cheung poultry shop. He denied responsibility and said that he only acted as a middle man between the vendor and the purchaser. The fowls came from abroad. They were unloaded on the Praya and taken from there to the "lan" at No. 14, Ching Shing Street in the original crates. The market people came to the "lan" and purchased the fowls there. The proprietor of the "lan" admitted responsibility for the fowls until they were sold to the market people. After that the market people were responsible. The fowls were transferred to lighter crates supplied by the market people. In this case the fowls were purchased by the San Cheung Tai stall, Central Market.

Inspector Fisher pointed out that the original crates for carrying the fowls were quite satisfactory and that the fowls were well treated.

A salesman of the San Cheung Tai firm, who purchased the fowls, denied responsibility for removing the fowls from the "lan" to the market. Throughout the man's evidence he prevaricated and the Magistrate informed him that if he was not careful he would convict him for perjury. Early in his evidence he stated that he engaged the coolies to bring the fowls from the "lan" to the market.

Later he denied this and said that the coolies were supplied by the Kwong Cheung firm. He also denied that the crates were supplied by his firm. The fowls were received into the market in the original crates in which they were received from abroad.

The proprietor of the Kwong Cheung Firm was recalled and repeated his former statement that the coolies and the crates were supplied by the San Cheung Tai firm.

At this stage Mr. Hamilton instructed Inspector Fisher that in future cases to prosecute the vendors and the purchasers of the birds.

The defendant in a statement said that he was taking the fowls to the San Cheung Tai Firm and that he expected to be paid by the firm.

The Magistrate, in fining the defendant \$25, said he hoped the master of the purchasing firm would pay the fine. He then recalled the salesman of the San Cheung Tai firm and addressed him as follows:—

"I have to listen to evidence for about 12 hours each day. I have never heard worse evidence than yours. You came up here intending to mislead me as much as you could. You ought to pay that man's fine. In future cases you will be summoned."

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The Magistrate, in fining the defendant \$25, said he hoped the master of the purchasing firm would pay the fine. He then recalled the salesman of the San Cheung Tai firm and addressed him as follows:—

"I have to listen to evidence for about 12 hours each day. I have never heard worse evidence than yours. You came up here intending to mislead me as much as you could. You ought to pay that man's fine. In future cases you will be summoned."

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SWATOW RELIEF FUND.

LOCAL CONTRIBUTIONS REACH A HIGH FIGURE.

The General Chamber of Commerce Fund for the relief of Swatow, which now exceeds \$50,000, will be closed at the end of the month. A large accession to the fund was received yesterday, from companies associated with Messrs. Butterfield & Swire, viz. the China Navigation Co., Ltd., \$2,000; the Taikoo Sugar Refining Co., Ltd., \$1,000 and the Taikoo Dockyards and Engineering Co., Ltd., \$1,000. The Tung Wah Hospital and Chinese Chamber Fund has now passed \$100,000 and the Chiu Chai Eight Districts Association has collected a large sum of money as well as many gifts in kind.

AMATEUR DRAMATIC PERFORMANCES.

All the Chinese amateur dramatic talent of Hongkong has been drawn upon for theatrical performances, to be held from August 28th to 30th at the New Theatre, Kian U Fong, in aid of the relief fund. These will be plays in Cantonese with scenery and no song-beating so they will be attractive to students of Chinese.

HELP FROM THE STRAITS.

The *Straits Times* of August 18th gives an account of a meeting at the Chinese Chamber of Commerce room, Singapore, at which it was decided to raise a relief fund, and \$25,000 was subscribed forthwith in amounts varying from \$10,000 to \$20.

SPORT.

INTERPORT SWIMMING.

The Interport Swimming contests will take place in Shanghai on September 7th, 8th and 9th between Shanghai, Hongkong and Kobe.

There are eleven events on the card: 100 yards, 220 yards, 440 yards, 880 yards, 1 mile, 1 1/2 miles, 2 miles, 4 miles, 8 miles, 16 miles, 32 miles. The Hongkong team will consist of G. W. Sewell (captain) with W. Busschaert (sub-captain), J. Stewart, J. Johnstone, G. Jack, D. Liang, D. Lyon, E. Souza, D. Noronha and G. Hall.

The team leave by the *Angkor* on Sept. 1st.

The honorary secretary of the Shanghai Amateur Swimming Association has received a cable from Kobe advising that that port was sending over a team of swimmers in response to Shanghai's invitation, to arrive by the R.M.S. *Empress of Canada*. As that vessel is expected to reach Shanghai not before September 9th, the local association are sending word that the Kobe men should get to Shanghai by the 6th at latest, so as to be in good time for the interport contests against Hongkong, which begin on that date and continue on the next two days.

LAWN TENNIS.

H.K.C.C. v. I.R.C.

The following will represent the Indian Recreation Club in a friendly match against the H.K.C.C. on the latter's ground to-day at 4.30 p.m.:—A. A. Rumjahn, A. H. Rumjahn, O. Iqmail, O. Rumjahn, S. A. Rumjahn and H. D. Rumjahn.

TENNIS TROPHIES STOLEN.

Major Lloyd, I.M.S., the well-known tennis player and residing at No. 5, Observation Villas, Kowloon, has reported to the police, that between the hours of 1 a.m. and 6 a.m. on the 24th inst., his house was entered by burglars and from a room on the ground floor two tennis cups, valued at \$20, were stolen. A cigar lighter valued at \$4, a travelling clock, valued \$10 and a pair of shoes worth \$5 were also stolen.

The Chinese proprietor of a provision and sundry goods store at Singapore, undergoing his examination in bankruptcy last week admitted that during the three years prior to his filing his petition he had been living at the rate of \$20,000 a year, whereupon his lordship the acting Chief Justice told the bankrupt he deserved to be locked up for extravagant living. On the bankrupt replying that he was an inveterate chandu smoker, and had three wives and six children his lordship said: "that is what made you bankrupt!"

LANE, CRAWFORD, LTD.

French Plums	in bottles \$1.00 & 2.00
Marron Glace, Fresh	per doz. 1.20
"Cresca" Table Figs	per bot. 1.50
"Fard Dates	1.75
Stuffed Dates	2.35
"Prunes	2.35
Mixed Crystallized Fruits	2.50
Crystallized Cherries	2.50
Caviare, Russian	per jar 3.75
Norwegian Lax	per tin 2.10
Hummel's Pate de Foie Gras	No. 10, 4.50; No. 12, 3.50
"Naturat Foie Gras	per tin 4.00
Anchovies in Oil	per bottle .90, 1.40
C. & B. Spanish Olives	1/2 pt. .60, pts. 1.00, qts. 1.65

SODA FOUNTAIN
CAFÉ WISEMAN.

SUNDAES, PUNCHES,
ICE CREAM SODAS,
ALL FLAVOURS
BEST SERVICE. HIGH QUALITY.
LOW PRICES.

LANE, CRAWFORD, LTD.

SHORTEST BABY GRAND

COLLARD AND COLLARD

(EXPERTS IN TROPICAL
CONSTRUCTION)

ANDERSON'S

Powell Ltd

TELEPHONE 3148.

Glyn's Hand
made Hats
Old English make

WE ARE NOW SHOWING THE NEWEST
SHAPES IN SOFT FELTS, VELVETS, TWEED,
SINGLE AND DOUBLE TEREIS, ETC.

INSPECTION INVITED

AT
No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

FOR SYDNEY DIRECT.

THE Steamship
"GWYDIR"
will be dispatched for SYDNEY DIRECT.
Sailing here on TUESDAY, 29th August,
1922, P.M.
For Freight apply to
WILLIAMSON & CO.
20, Des Voeux Rd. C.
Agents.
[1413]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.
FROM NEW YORK.

THE Steamship

"CITY OF LINCOLN"

having arrived. Consignees of Cargo are informed
that all Goods are being landed at their risk into
the Godowns and/or extra-hazardous Godowns
of Holt's Wharf, Kowloon, whence delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godown, and all Goods remain-
ing undelivered after 31st August, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before 7th
September, 1922, or they will not be recognised.

All broken, chafed and damaged Goods
are to be left in the Godowns where they will
be examined on any Tuesday or Friday
between the hours of 10.45 a.m. and Noon,
within the free storage period of one week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.
General Agents.
Hongkong, 25th, August, 1922. [1410]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES' per Company's Steamer

"LAUREL"

are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon, where
it will be at Consignees' risk and subject
to terms and conditions of storage at Holt's
Wharf. The Cargo will be ready for delivery
from Godown on and after 24th August.

Optional cargo will be landed, unless notice
has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods
are to be left in the Godowns, where they will
be examined on any Tuesday and Friday
between the hours of 10.45 a.m. and noon
within the free storage period.

No claims will be admitted after the goods
have left the Steamer's Godown, and all goods
remaining undelivered after the 30th August,
will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
12th Sept, or they will not be recognised.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1922. [1408]

DAIRY FARM NEWS.

FISH.

Just landed, direct from the Scottish
Fisheries.

FILLETS ... 65 cents per lb.
HADDOCKS ... 60 " "
KIPPERS ... 50 " "
CANADIAN SALMON 65 " "

LATEST TABLE DELICACY.

SQUAB CHICKEN ... \$1.00 Each.
(DRIY PLUCKED)

THE DAIRY FARM, ICE & COLD

STORAGE CO., LTD.

CLEARANCE SALE

OF SHOP-SOILED

NOVELS

AT PRICES UP TO

\$1.00

11, Beaconsfield Arcade.

TO-NIGHT AT

THE CORNET

THE WOMAN

IN HIS HOUSE

KOWLOON THEATRE.

THE FIGHTING

SHEPHERDESS.

INTIMATIONS

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty Cents
(50 cents) per share has been declared
for the half-year ending 30th June, 1922.

Such Interim Dividend will be payable on and
after MONDAY, the 11th September, at the
office of the Company, where shareholders are
requested to apply for Warrants.

The REGISTER OF SHARES of the
Company will be CLOSED from the 30th Aug.
1922, until the 11th September, 1922 (both
days inclusive), during which period no transfer
of shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.
General Managers.
[1401]

THE HONGKONG HOTEL CO., LTD.

IT IS HEREBY NOTIFIED that an
INTERIM DIVIDEND of SIXTY
CENTS per share on FULLY paid up shares
and EIGHTEEN CENTS per share on
PARTIALLY paid up shares has been declared for
the HALF YEAR ending 30th June, 1922.

The dividend will be payable on and after
WEDNESDAY, the 30th AUGUST, 1922,
on which date dividend warrants may be
obtained at the Company's office.

THE REGISTER OF SHARES of the
Company will be CLOSED from MONDAY, the
28th to WEDNESDAY, the 30th AUGUST,
1922 (both days inclusive), during which period
no transfer of shares can be registered.

By Order of the Board of Directors,
A. V. WARD,
Acting Secretary.
Hongkong, 23rd August, 1922. [1406]

S.S. "TUNGSHING"

STRANDED IN SWATOW HARBOUR.

**Messrs. JARDINE, MATHESON &
CO., LTD.** General Managers, INDO-
CHINA STEAM NAVIGATION CO., LTD., Hong-
kong, are prepared to receive TENDERS for
the temporary repair, floating, and delivery of the
above steamer her stores, apparel and tackle,
aloft in the Harbour of Swatow, in a condition
for proceeding to Hongkong.

Permits for inspection of vessel as she now
lies, will be issued on application to the above.
[1404]

S.S. "SHANTUNG"

DRIVEN ASHORE AT SWATOW

2nd/3rd AUGUST.

CONSIGNEES of Cargo ex the above
steamer are hereby notified that in
consequence of General Average Expenses
and/or Sundry Charges on cargo having been
incurred, they will be required to sign an
Average Bond at the office of the Underwriter
and to pay a deposit of 5% on the value of their
cargo before delivery can be granted.

Cargo will be forwarded to Hongkong per
s.s. *Ningpo* or other Company's steamer.
Messrs. GOSNOLD & DOUGLAS have been
appointed to survey all damaged cargo.

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.
Hongkong, 24th August, 1922. [1408]

CHINA NAVIGATION CO., LTD.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

SITUATE

No. 13, WING HING STREET,

VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagees

By

PUBLIC AUCTION

IN ONE LOT

On

MONDAY,

The 18th Day of Sept. 1922, at 3 o'clock P.M.

By

Messrs. LAMMERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL

THAT piece or parcel of ground situate

at Victoria in the Colony of Hongkong and

registered in the Land Office as SECTION

A of INLAND LOT No. 2168 together with

the messuages erections or buildings thereon

now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear

of the said Section A of Inland Lot No. 2168

being a scavenging lane. All of which prop-

erty is held for the residue of the term of 75 years

from the 15th day of May, 1916, created by the

Crown Lease thereof together with the

valuable machinery now situate in or upon the

said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be

obtained from

Messrs. HASTINGS & HASTINGS,

Solicitors,
8, Des Voeux Road Central,
and
(Messrs. LAMMERT BROTHERS,
Auctioneers,
[1287])

J. B. LAL,

THE ABLE INDIAN PHYSICIAN

FROM SINGAPORE.

is now ready to receive anyone who wishes to
consult him on the following diseases, viz.,
Osteo, Catarrh, Headache, Hemiparesis, Paraplegia,
Giddiness, Toothache, Running of the Nose,
Neuralgia, etc., etc., and

GUARANTEES TO CURE
the above diseases in less than
TWO MINUTES.

I can cure all kinds of Eye diseases as well
as other sicknesses and guarantee to cure
radically.

\$1,000 REWARD.

A reward of \$1,000 (one thousand) will be
paid to any person who is able to cure the
above mentioned diseases within 2 minutes,
providing he does not make use of my
medicine.

The medicine is my own preparation.
Consulting charge ... \$3.00
Visiting Fee ... 5.00

Consulting hours 9 a.m. to 12 Noon,
3 p.m. to 6 p.m.

J. B. LAL,

c/o KING EDWARD HOTEL,
Room No. 48. [1285]

INTIMATIONS

ST. STEPHEN'S COLLEGE

CORNER of Bonham Road and Western St.,
Hongkong. Examination for New Boys:
SATURDAY, SEPTEMBER 9th at 9.30 A.M.
School begins September 11th. For Pros-
pectus for Boarders and Day boys apply The
Warden, ST. STEPHEN'S COLLEGE, Hongkong.
[1285]

FOR SALE

LAND, approximately 7,000 square feet on
waterfront at Swatow with modern 2
storey brick and concrete building suitable for
office and godown.
Further details apply
[488] **W. O. HUMPHREYS & Co**

FOR SALE

STEAM LAUNCH. Dimensions, Length
S. Overall 65 ft., Beam 10 ft., Depth 5 ft.
7 inches. Hull of Hardwood underwater with
Teak top, sides, & deck. Frames of Teak.
Engines 8 1/2 x 15

Boiler 4 ft. 9 inches dia., 6 ft. 6 inches long.
Speed 9 knots.
For further particulars apply to P.O. Box
474, Hongkong. [1285]

WANTED

WANTED, by October First or End, a
Reliable NURSE, preferably English,
for a three year old girl with amish's help, for
three or four years, with home passage.
Correspondence addressed Madame de Rossi,
Italian Consulate-General, Shanghai. [1286]

AGENTS WANTED.

OLD Established Hamburg Firm of General
Merchants, Shipping, all classes of
Merchandise from the continent DESIRE TO
COMMUNICATE WITH HOUSES IN
CHINA who would undertake to act for them
as Agents in the principal ports. Highest
reference given and required.

Reply to P.O. No. 12345.
[1246] c/o Hongkong Daily Press Office.

MRS. HAN INOKUCHI

TELEPHONE K 754.

No. 21, ASHLEY ROAD, KOWLOON.

Back of SEAR TRADING

CERTIFICATED EXPERT MESSAGE

(HAND AND ELECTRIC),

ALSO, AT

PATIENT'S RESIDENCE BY ARRANGEMENT.

[1197]

LONDON BUYING AGENTS

We offer you our services as buying
agents for British or Continental goods.
Established in 1844, but thoroughly up-to-
date, our success is attained by making our
customers' interests our first aim. Five
expert buyers, with capable staffs, manage
different departments, buying, with greatest
care every class of goods giving our
customers all the advantage of wide
experience, and ensuring their requirements
being rightly supplied at lowest prices and
best discounts.

KEYMER, SON & CO.,
Whitefriars, London.
Telegrams "Keymer, London." Est. 1844.

PUBLISHED TO-DAY

HONGKONG WEEKLY

PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

The Paper to send Home

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags

PRICE ... \$1.75

On Sale at

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALKER, Ltd.

Messrs. REYNOLDS & Co.

Canton: Messrs. A. S. WATSON & Co.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest
importance," writes Dr. C. Hartbridge,
F.R.C.S., Ophthalmic Surgeon and
Lecturer on Ophthalmic Surgery to the
Westminster Hospital, "they must be
accurately centred in frames that are
light, strong and fit well, otherwise the
good effect of the most carefully chosen
correction may be entirely frustrated by
a faulty position of the glasses, or even
a fresh source of eye-strain may be intro-
duced." The Hongkong Optical Co.,
successors to Clark & Co., Refracting and
Manufacturing Opticians, located in 59,
Queen's Road Central, have the equip-
ment and instrument to adjust your
spectacle to a nicety.—ADVT. [1285]

INTIMATION

**JOHN DEWAR
& SONS, LTD.,**

PERTH, SCOTLAND.

By Royal Appointment
to His Majesty
The King.

WHITE LABEL

FINEST

SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND

PRIZE MEDALS.

AGENTS:

**A. S. WATSON &
CO., LTD.,**

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

ACKNOWLEDGMENT.

F. M. P. DE GRACA and family beg to
tender their sincerest thanks to their
numerous friends for the kind ex-
pression of sympathy in their recent
sorrow and bereavement and also for the
floral tributes received. [1411]

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 26TH, 1922.

DR. SUN YAT SEN.

MANY must have rubbed their eyes with
amazement when they read the cable from
Shanghai, we published yesterday saying
that Dr. Sun Yat Sen had counselled
Members of Parliament still lingering in
Shanghai, to proceed to Peking and take
up their Parliamentary duties. Was the
news really true? If so, what was its
significance? Ever since the decision to
convoke the Old Parliament in Peking
was announced, Dr. Sun's party, presum-
ably with the full approval, if not at
the instigation, of their chief, had
been earnestly counselling the members
not to go to Peking. According to
the Chinese Press, a regular com-
petition in bribery developed, the one
party bribing members to go to Peking,
the other party bribing them to remain
in the South. The Peking party won in
the contest; that is to say a sufficient
number of members assembled in Peking
to form a quorum in the House of Repre-
sentatives with the result that Parliament
is now again functioning after a fashion.
So long as Dr. Sun Yat Sen basked at
Canton in the glory of the title of
"President" he poured scorn on the
order issued for the convocation of
Parliament in Peking, with Li Yuan Heng
as Chief Executive. He was gratified in
so far as it showed that there was

"dawning upon the militarists of North
China a realisation that the violence
which they did to the Constitution in 1917
must be repaired before there can be peace
in the country," but in the manifesto he
issued on June 9th he asked: "Of what
use is a Parliament which is the creature,
and exists by the sufferance of mili-
tarists? Indeed, what is there to prevent
a Tuchun's dissolution of Parliament on
the morrow of its convocation?" He
insisted "in the manifesto that it was
obvious that Parliament could only be
effectively restored if its reassembly was
accompanied by two conditions, namely
the punishment of the men responsible
for "the treasonable violation of the
constitution in 1917," and guarantees
against the further violation of the
fundamental law. There is undeniable
force in the argument, but to rail in
this fashion from the little pedestal he
temporarily occupied in Canton was
futile. If his objects were to be attained
it was manifest, even to many of his
adherents, that he could more effectively
help to attain them by going with the
Old Parliament to Peking and expending
his energies on shaping not only the
policy of the members of the resurrected
Parliament, but the opinion of the
militarists on whose sufferance he deems
the Parliament to exist. Some months
previously he had himself been working
in association with CHANG TSO LIN, one
of the most powerful military satraps of
China, and presumably regarded him as
prepared to fall in with his own views
as to the imperative necessity for acknow-
ledging the supremacy of Parliament.

It seemed a much less difficult matter to
bring CHANG TSO LIN's most powerful
rival, Wu Pei Fu, completely into-line,
for he had been advocating the convo-
cation of a national assembly for two
years or more and he was undoubtedly
responsible for the restoration of the Old
Parliament. But he considered that along
with it should go the restoration of Li
YUAN HUNG to the Presidency. That was
where Sun Yat Sen's vanity was hurt.
He counted himself as the Chief Execu-
tive of the sole *de facto* as well as *de jure*
governing body in the country and re-
ferred to Li YUAN HUNG in a public
protest as a "new puppet Peking Presi-
dent." No serious notice, however, was
taken of the protest. The policy the
new government stood for was the
chief thing that mattered—and that
seemed to include all the principles
that Dr. Sun Yat Sen had been assert-
ing. Dr. Sun Yat Sen, the late Dr.
WU TING FANG and other leaders of the
Southern Party were invited, nay urged,
to come to Peking, to assist in the
reconstruction of the government, but
neither of them showed the slightest
inclination to go. It may yet prove that
the startling action taken by General
CHEN CHING MING at Canton which re-
sulted in Dr. Sun Yat Sen's flight to
Shanghai will advance the cause of Con-
stitutionalism much more rapidly and
effectually than it could have been
advanced by the continuance of the farce
at Canton in which Dr. Sen played the
leading role. From his new home in the
French Concession in Shanghai, Dr. Sun
Yat Sen is evidently viewing the general
situation in a new light. President Li
YUAN HUNG sent a special representative
from Peking to Shanghai to invite Dr.
Sen to Peking, and to-day we publish a
wireless message which says that the
Cabinet has announced that Li YUAN
HUNG is willing to resign the Presidency
in favour of Dr. Sun Yat Sen, if Parlia-
ment approves.

The Cabinet has announced that Presi-
dent Li YUAN HUNG is willing to resign
in favour of Dr. Sun Yat Sen if Parlia-
ment approves.

Facilities elements have seized control of
the harbour and also seized a number of
ships.

Several sticks of dynamite exploded on
the roof of the Chicago and Alton Bound
House, five miles north of the City. The
explosion shook houses within a radius of
three miles. Twelve shopmen were injured.

For a considerable time there has been
talk in Chinese circles of the opening of
a rival port to Shanghai, various sites
having been suggested along adjacent
stretches of the coast. In view of these
suggestions a report in the *Shanghai
Journal of Commerce* is of interest, this
being to the effect that the Civil and Mil-
itary Governors of Kiangsu have requested
the government to allot \$2,000,000 from the
Customs surplus for the opening up of
Haichow as a commercial port. Haichow
is situated in the northern part of the
province, being built on the bank of one
of the smaller rivers there, a short dis-
tance from the coast.

On the Colonial Office vote, which was
submitted to the House of Commons in
Committee, on July 4th, Mr. Wood, Under
Secretary for the Colonies, reviewed the
present situation in the distant parts of
the Empire. He said his recent visit to
the West Indies had impressed him with
the value placed by the people on the
Imperial connection, and subsequent
speakers urged that such visits should be
made regularly to the various parts of the
Empire.

At a recent meeting of the Singapore
St. Andrew's Society a resolution was
unanimously approved whereby members
shall pay a subscription of \$10 to cover
a period of five years instead of an
annual subscription of \$2 as at present.
This resolution was introduced to do
away with the difficulties in the way of
collecting small annual subscriptions, a
procedure which it was stated had re-
sulted in subscriptions being in arrears.

Three robbers entered a druggist's
shop at No. 1, Cleverly Street at 7 a.m.,
on Thursday. Two of the robbers were
armed with daggers and one with a
revolver. The man with the revolver
ordered the proprietor of the shop to
write out a promissory note for \$140 in
the name of Lai Kee Cheung. They then
stole from the proprietor and another
man in the shop \$62 in hard cash and
a quantity of clothing. Before the rob-
bers left the premises they bound and
gagged the two victims.

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ordered the proprietor of the shop to
write out a promissory note for \$140 in
the name of Lai Kee Cheung. They then
stole from the proprietor and another
man in the shop \$62 in hard cash and
a quantity of clothing. Before the rob-
bers left the premises they bound and
gagged the two victims.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

NO PROGRESS IN REPARATIONS NEGOTIATIONS. SERIOUS FINANCIAL SITUATION IN GERMANY.

BERLIN, August 24th.

Reparations negotiations are continuing precariously. Hitherto there has been no progress.

The Bourse developed a panic throughout the day, foreign currencies advancing by hundreds of points hourly until holders declined to sell.

The newspapers confirm reports of many failures, chiefly of small banks and brokers. The Post Office has ceased to issue foreign money-orders. A trade union delegation called upon the Chancellor and urged energetic measures to prevent a collapse of the whole economic life of the country.

PARIS, August 24th.

Telegrams from Berlin depict a most serious situation as regards reparations. They state that Germany has merely offered to deposit in the Rhineland fifty-million gold marks as a guarantee in case of default in German deliveries of kind.

NEGOTIATIONS REFERRED TO COMMISSION.

BERLIN, August 24th.

Reparations negotiations have ended. It is now reported that these have resulted in a plan which must be referred to the Reparations Commission.

MARKS 9,000 TO THE £1.

LONDON, August 24th.

Marks are now 9,000 to the pound. NEWSPAPERS FEAR ECONOMIC COLLAPSE OF GERMANY.

LONDON, August 24th.

The seriousness of the situation is indicated by the panic on the Berlin Bourse and a further sensational collapse of the mark is feared.

The failure of the reparations negotiations, coupled with the Austrian crisis, is the subject of grave articles in the morning newspapers. It also seems most probable that this is the cause of Mr. Lloyd George's sudden interruption of his holiday, in order to return to London to-day.

The newspapers dwell on the serious consequences for the whole of Europe that the economic collapse of Germany and the possible social disorders there, would entail.

PLAIN SPEAKING BY "THE TIMES."

"The Times" is evidently fearful that M. Poincaré will feel unable now to retreat from his uncompromising policy and will precipitate a catastrophe by some drastic action. It plainly tells him he has blundered, urges France to refrain from any such action and the British Government to promptly seek a positive agreement with France, upon terms that Germany can fairly be made to accept.

LATEST CABLES.

PILGRIMS DROWNED IN BENGAL.

WHILE PROCEEDING TO RELIGIOUS FESTIVAL.

SILHA, August 24th.

A boat filled with men and children, when crossing the river at Saran Bihar, to attend a religious festival, struck a sandbank and capsized. Fifty were drowned, including eighteen children.

U.S.A. SHIP SUBSIDY BILL POSTPONED.

NEW YORK, August 24th.

It is announced that the Ship Subsidy Bill will be postponed till next session.

OBITUARY.

VEN. WM. H. O. DUNKERLEY.

LONDON, August 24th.

The death is announced of the Ven. William Herbert Cecil Dunkerley. [The Ven. Wm. H. O. Dunkerley, M.A., was Colonial Chaplain of Malacca, 1891; Penang, 1897-1901; Singapore, 1901; J.P., Visiting Justice, and Licensing Justice, Malacca, 1892; Hon. Chaplain and Captain Penang Volunteer Corps, 1898; Hon. Chaplain and Captain Singapore Volunteer Corps, 1901; Diocesan Surrogate, 1899; Ecclesiastical Registrar, 1903; Archdeacon of Singapore, 1902-5. Latterly he has been Rector of Leighton, Kent.]

BIG DOCK FIRE AT CALAIS.

EXTENSIVE DAMAGE CAUSED.

CALAIS, August 24th.

Damage amounting to several million francs has already been done by a big outbreak of fire at the docks last night. The cause is unknown. The fire is still burning and spreading disquietingly, owing to a strong wind. Firemen from Calais and neighbouring places have arrived on the scene.

FIREMEN GAIN CONTROL.

BOULOGNE, August 24th.

The firemen controlled the Calais fire after a seven hours fight, but it is not expected that the fire will be extinguished for some time.

The contents of five warehouses, chiefly paper pulp also quantities of timber and piles were destroyed. The glare was visible on the English coast.

COMMUNISM IN AMERICA. SEVENTEEN MORE ARRESTS.

ST. JOSEPH (MICHIGAN), Aug. 24th.

Seventeen communists were arrested yesterday and charged to-day with criminal syndicalism. The bail of \$10,000 was not forthcoming. One of the defendants is stated to be an Englishman.

AN AMERICAN VIEW OF BRITAIN'S DEBT.

INCURRED TO COVER HER OWN PURCHASES.

WASHINGTON, August 24th.

A further contribution to the war debt controversy has been made by Mr. Mellon, Secretary to the Treasury, stating that the suggestions that Britain's liability to America had been incurred on behalf of the other Allies were evidently based on a misapprehension. He declares that, on the contrary, the United States did not require any Government to give an obligation for advances made to cover the purchases of other Governments. Thus the advances to Britain were to cover her own purchases.

MR. MELLON QUOTES MEMORANDUMS.

Mr. Mellon quotes the Memorandum handed to the British Ambassador by the United States Treasury, in June, 1918, stating that the Treasury deemed it a cardinal principle that each Allied Government give its own obligations for commodities purchased, also the Memorandum handed to the British Ambassador, in June, 1920, stating that the funding of British indebtedness was not related to questions arising out of and concerning war loans by the United States and United Kingdom to other Governments, or questions in regard to reparations.

U.S.A. STRIKE SITUATION.

STILL HOPES OF RAILWAY STRIKE SETTLEMENT.

NEW YORK, August 24th.

Whilst the Conference of the Railway Brotherhood Mediators and the Executives of some railways which endeavoured to reach a settlement of the railway strike has been adjourned, both sides professing themselves, no nearer an agreement, the door to peace has apparently not yet been entirely closed, for the Conference will hold another session. It is understood the Executives are still firm against the demand for the reinstatement of strikers with full seniority rights.

EARLIER CABLES.

EMERGENCY MEASURES FOR FUEL DISTRIBUTION.

WASHINGTON, August 24th.

Senator Cummins has introduced in the Senate a Bill establishing a fuel-distribution agency and extending the powers of the Inter-State Commerce Commission regarding the issue of embargoes and priorities and creating a Federal fuel distributor, who will report to the Inter-State Commission. The latter is active thereon at his own discretion.

FRENCH DOCK STRIKE.

THOUSANDS OF DOCKERS IDLE.

HAVRE, August 24th.

The docks are at a standstill owing to a strike of gasworkers, builders and 5,000 dockers. Pickets are active and have cut off the electric current, forcing others to work.

NERVOUS TENSION IN VIENNA.

ACCOMPANIED BY WHIRLWIND DEMONSTRATIONS.

VIENNA, August 24th.

The slightest provocation suffices to create awkward situations owing to the present nervous tension of the population. Whirlwind demonstrations arise and die down in quick succession. For example, 3,000 unemployed, disappointed with the role which had recently been increased, were peacefully demonstrating at Parliament House when a baseless rumour by the Socialist leader, Adler, was circulated. The crowd thereupon forced an entrance and smashed the furniture. They used the fragments as weapons against the police and demolished the balustrade around the building. The police drew their swords and dispersed the disturbers.

GERMAN PURCHASE OF OLD BRITISH TONNAGE.

MAY BE USED FOR COMPETITIVE BUILDING.

LONDON, August 24th.

It is stated that negotiations are progressing for the sale of further important tonnage to Germany. The Times estimates that 13,000,000 tons of the world's shipping over twenty years old cannot normally be kept out of the ship-breakers' yards. Germans are apparently ready to buy many of these ships, the material of which may be used to build new German vessels to compete with British.

RELIEF PARTY FOR BRITISH EXPLORERS.

SCHOONER LEAVES FOR ALASKA.

OTTAWA, August 24th.

An official relief party has left Nome, Near Wrangell Island, on the schooner *Teddy Bear* to relieve the stranded explorers who went in November of last year to prepare for the party which followed in March and hoisted the British flag. The schooner intends to re-provision the party, which continues in occupation of the island.

NEW TELEPHONE INVENTION.

EIGHT CONVERSATIONS ON ONE LINE.

PARIS, August 24th.

M. Sinturel, a French postal official who was the head of the wireless service at General Headquarters during the war, has invented a new apparatus, whereby he claims that six or even eight telephone conversations can be conducted simultaneously over one wire. He calls it the *Telemultiphon*.

INDIAN VILLAGERS COLLIDE WITH POLICE.

DISPUTE BETWEEN LANDLORDS AND TENANTS.

CALCUTTA, August 24th.

Further details are awaited of a collision between villagers and armed police at Charchalpur, near Pabna. When a posse of police arrived to keep the peace in consequence of a dispute between landlords and tenants, they were attacked by a thousand villagers. The police opened fire, wounding several.

PROPOSED NEAR EAST CONFERENCE.

FRANCE AGREES TO BRITISH PROPOSAL.

PARIS, August 24th.

The French reply to the British Note in regard to the Near East conference at Venice has been despatched. It is understood that the Note agrees to the British proposal.

TUG-BOAT STRIKE SETTLED.

AMSTERDAM, August 24th.

The strike of the staff on river tug-boats between Holland and Germany has ended. The Engineers and Firemen's Union has accepted the employers' conditions.

IRELAND'S CIVIL WAR.

NEW COMMANDER-IN-CHIEF.

LONDON, August 24th.

It is announced that General Mulcahy has been appointed Commander-in-Chief of the Irish Army.

BOTTOMLEY'S EXPULSION FROM THE COMMONS.

A telegram to the Indian Press on this subject, dated August 1st, said: "The House of Commons bore an air of unusual gravity on the occasion of Mr. Chamberlain moving the expulsion of Bottomley, to which the House agreed. Prior to the motion being put to the vote, the Speaker read a letter from Bottomley, in which he criticised the judge's charge to the jury, and also the Attorney General's refusal to sanction an appeal in the House of Lords. He protested he was never guilty of conscious fraud, however irregular and unorthodox his methods may have been, and he declared that the forthcoming action in the House of Commons was by far the most painful part of the cruel fate which had overtaken him. He bade the House an affectionate farewell. Mr. Chamberlain limited himself to a few remarks, and commented on some inaccuracies in the letter. Colonel John Ward seconded the resolution which was passed in dead silence."

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

STRIKE ON PEKING-HANKOW RAILWAY.

PEKING, August 24th.

Ostensibly owing to the dismissal of Wang Ching Chun, Chief of the General Department of the Peking-Hankow Railway, the working staff of the Peking-Pao-tung section struck this morning. It is generally believed, however, that this action was taken in sympathy with the Peking-Suifu railwaymen.

STRIKERS' VISIT TO PEKING.

PEKING, August 25th.

The Peking-Hankow railway strike continues. Two hundred strikers yesterday stopped the through train from Hankow at Changhsien. They boarded the train and came on to Peking, where the railway police persuaded them to return to Changhsien this morning. Another party of twenty reached Peking and they were also sent back by the railway police. MAGISTRATE WILL TRY TO EFFECT SETTLEMENT.

Yesterday, Liun Eng Keag, Governor of the metropolitan area, sent a Magistrate to Changhsien in an endeavour to reach an agreement with the strikers. The Magistrate has not yet reported progress.

Both parties of strikers expressed their intention of demanding the release of three of their leaders who were arrested at Changhsien.

PEKING-SUIYUAN STRIKE ENDED.

PEKING, August 25th.

The Peking-Suifu railway staff strike has ended through an explanation that Chen Shih Hua, a former director of that railway, had contracted the Tai-kang loan, about which they had agitated and that Kao Eng Hung was in nowise concerned with the loan.

PEKING POLITICAL OUTLOOK.

NOMINATION BY LI YUEN HUNG REJECTED.

PEKING, August 25th.

Parliament yesterday sent back Li Yuan Hung's nomination of Tang Shao Yi on the ground that it contained extraneous comment. Namely, it pointed out that the Premier was appointed by Cabinet, to take over the duties of the Presidency and allowed him to retire. Parliament insists that the appointment of Li Yuan Hung are not connected. When the time arrives Parliament will give due consideration to the Presidency.

KAO ENG HUNG WILL BE GRANTED LEAVE.

PEKING, August 24th.

Kao Eng Hung has not yet resumed his duties and it is reported he intends to apply for five days' leave, which will be granted.

THE PREMIERSHIP QUESTION.

PEKING, August 24th.

It is reported from fairly reliable Chinese quarters, that Admiral Tu Hsi Wei, Chang Ying Hua, Acting Minister of Finance and General Chang Shou Tseng have jointly telegraphed to General Wu Pei Fu, asking him not to oppose the nomination of Tang Shao Yi, but to let Parliament decide the question of the Premiership.

SIR REGINALD STUBBS IN LONDON.

LUNCHEON WITH CHINESE CHARGE D'AFFAIRES.

LONDON, August 24th.

The Chinese Charge d'Affaires yesterday gave a luncheon in honour of Sir Reginald Stubbs, Governor of Hongkong. Sir John Jordan and Mr. Victor A. H. Wellesley, C.B., of the Foreign Office were present.

PROPOSED RUSSIAN TREATY WITH CHINESE TURKESTAN.

SILHA, August 24th.

Reports from Kashgar indicate that the Bolsheviks are again trying to conclude a treaty with Chinese Turkestan. The Tantai of Kashgar has agreed that the Russian Delegation shall be met at the frontier provided the authorities at the capital agree.

NATIONAL TRADE.

IMPERIAL RESOURCES.

Sir Arthur Shirley Bann, M.P., presiding on July 22nd at the quarterly meeting of the Association of British Chambers of Commerce, referred to the present condition of trade, and emphasised the need for encouraging Imperial trading. They had before them the proposals the Government made to the Soviet. Their view was that the arrangements would not be satisfactory unless there was a recognition by the Russians of their liability for money put into Russia under the protection of the laws existing when it was put in. It would be absolutely no good to trade with a people who might declare, after entering into a contract, that their laws prevented them from doing it, or told them to do something else. He did not know what the results was going to be. They all saw at The Hague that Russia was breaking away, and they hoped that, as more light was thrown on the inquiry of their present governors, the Russian people would see that their country returned to the community of civilised nations, and took its part in the trade of the world. He was told that the purchasing power in Europe to-day was one-quarter of what it was before the war. They could not secure a satisfactory trade and developed their trade in the markets of the world. America had enormous markets, and he believed that Britain and America were the two countries which, if they pulled together, could bring the trading markets of the world into a satisfactory position. (Cheers.)

The first three resolutions dealt with were submitted by the Southampton Chamber, and they were all carried. The first viewed with alarm the continued high level of taxation, which could only be reduced by drastic reductions in national expenditure, and urged the Government to approximate more closely to the recommendations of the Geddes Committee. Particular attention was drawn to the continued excessive cost of the Civil Services, now five or six times the cost in 1914 to 1915. The other resolutions requested the Government to include co-operative societies for assessment on their trading surplus, as recommended by the Royal Commission on Income Tax, and to reduce the two-penny stamp on receipts and cheques to a penny.

DEVELOP THE EMPIRE.

One of the most important resolutions dealt with the development of resources of the Empire, and urged on the Government the need for convening an Imperial Conference at an early date at which the Government, the Dominions, and the commercial and industrial communities should be represented to consider the matter.

Mr. Stanley Machin, in moving the resolution, said that the British Empire was the greatest undeveloped asset in the world, and as a business nation they should see that it should not remain in its present state.

Sir Albert J. Hebbson, who seconded, said that such development would help to solve the unemployment question. People who were a little work-shy here often worked well in the stimulating atmosphere of the Dominions. (Laughter.) The solution of the economic difficulty was greater and better development of the Empire.

Mr. Amery (Parliamentary Secretary to the Admiralty) said that our export trade, in addition to the increased cost of production, was faced with crippled and stagnant markets overseas. That was reflected in the grievous state of unemployment and under-employment. That left the stream of population that left these shores for some other part of the Empire, which remained closely bound to the immediate volume of trade, but the larger the population this country could support, the more the Empire could be of great value, and he would welcome any extension of it—(some cries of "No.")—but there could be other preference such as making it easier to invest capital within the Empire, and above all the concentration of our minds on Empire development rather than on side-shows. The trade of Europe was a side-show compared with that of the Empire.

The resolution was carried. Mr. Arthur Balfour (Sheffield) raised the question of German reparations. The time had come, he declared, when with France and the Allies we should determine what sum should be paid by Germany, and having fixed the sum, we should give them, like business men, a discount for cash if they paid up quickly. If they did not pay "the ballists should be put in" to take control of the money and put a duty on imports as well as exports. Then they would get the money. They had stood by France in the war, and they should stand by her in the reparations transactions. (Cheers.)

A resolution was passed stating that the association felt that until a definite line was agreed upon with our Allies and adhered to with regard to reparations there could be no improvement in trade with Central Europe.

MINERS' CA' CANNY.

LABOUR M.P.'S ADMISSION.

Mr. J. C. Hancock, M.P., senior agent of the Nottingham miners, reporting to a mass meeting of miners at Brierley Hill last month the result of a deputation to the Blackwell Colliery Company, Derbyshire, regarding the threatened closure of pits, said the owners declared that their losses for a fortnight were £1,129, and that the output per man had gone down by one-half since pre-war days. He was reluctant to admit the charge of 'canny' but evidence was so clear that he could not deny it. He was convinced that a reduction in wages was inevitable, but if the pre-war output had been maintained it would have gone far towards meeting the present difficulty. He believed the output could be increased by 160 tons a day without more hours being worked or more men being employed.

THE FORTY-EIGHT-HOUR WEEK.

EFFECTS ON LANCASHIRE'S PRODUCTION.

The following interesting comments on the effects on production in Lancashire of the 48-hour week appeared in a recent issue of the *Economist*:

A Manchester correspondent writes:—This week the eleventh congress of the International Federation of Master Cotton Spinners and Manufacturers Associations has been held at Stockholm. The congress has been attended by over 300 delegates, representing 20 countries. The chief subject for discussion was the effect on mill production of the 48-hour week, and papers were read by three English delegates and leading employers from France and Italy. In a paper prepared by Mr. Harold Cliff, the Secretary of the Oldham Master Cotton Spinners' Association, it was stated that the working hours in the English cotton spinning and manufacturing industry were fixed at 48 per week by agreement between the employers' associations and the operatives' trade unions, the reduced hours coming into operation in the middle of July, 1919. From 1903 to 1919 the labour of women, young persons, and children to 53 hours per week. It was pointed out that for the industry to swallow a reduction of 7½ hours per week, or 13.5 per cent., at one gulp, without producing sooner or later distressing and even painful symptoms, could not be expected. Mr. Cliff presented some figures to show the actual effect of the change in this country from 55½ to 48 hours per week on the production of yarn. Owners of mills in the Oldham area, which contain more than one-third of the total spindles of Great Britain, were requested to furnish information. Particulars were also obtained from the Rochdale area. Dealing with 166 mule spinning mills in Oldham and Rochdale, it was found that in June, 1919, the average number of hanks of yarn per spindle per week, produced were 22,339, whilst in July of that year, when the 48-hour per week had come into operation, the output was only 19,723 hanks, showing a reduction of 11.59 per cent. In dealing with 60 ring spinning mills in Oldham and Rochdale, the statistics show that the decline in production was 10.25 per cent. The figures given above the comparison between the period immediately before the change of the working week from 55½ hours to 48 hours and the period immediately after. During both periods the mills were neither efficiently nor fully staffed. The process of recovery from the war in both directions was rapidly proceeding. According to further statistics obtained, the average yarn output of Oldham and Rochdale mule spinning mills in 1914 for 54½ hours was 24,613 hanks per spindle per week, but by 1923 for a production of 48 hours the output had fallen to 20,212 hanks, showing a reduction of 17.54 per cent. With regard to ring spinning mills in the same areas, the output in 1914 for 54½ hours was 35,111 hanks per spindle per week, whilst according to particulars obtained in 1923 for 48 hours the production was only 30,140, a reduction of 14.15 per cent. Mr. Cliff in commenting on the above figures said: "It will be evident that the 17.54 per cent. loss in production on mules is much in excess of the 13.51 per cent. due to the reduction in the nominal working week, and if allowance were made for the variation in average counts it would be greater still. So far as ring spinning is concerned, the loss of production of 14.15 per cent. is only slightly more than that due to the working time and may be neglected if allowance is made for the slightly finer counts spun in 1923. It is abundantly evident from the tabulated figures that the effect of the reduction in working hours in cotton spinning in this country has not had the slightest effect in increasing the productive capacity of the worker. Credit must be given to the English textile operatives that they have never advanced such a claim as a reason for reducing the working week. The estimated number of spinning spindles in Great Britain, according to the latest figures issued, is 66,490,078. If we take it that the loss of production is no more than 13.5 per cent, reduction in our mills, then it would need the erection in Great Britain of an additional 9,905,450 spindles to equal pre-war production. At an average cost of 24 per spindle, the capital expenditure required would be £23,221,800, and the additional weekly wage bill at present rates would be over £70,000." In conclusion, Mr. Cliff held that the outstanding factor of the adoption of the 48 hour per week was that having reduced production and increased costs, a handicap had been placed on the ability of the industry to receive in exchange for its products the fruits of other labour in the same quantity or degree as formerly.

OIL IN MESOPOT.

BURMA OUTCLASSED.

Dr. E. H. Pascoe, Director, Geological Survey of India, who was deputed to make a geological reconnaissance of Mesopotamia in 1918-19, has recently published his notes. He deals at considerable length with the prospects of finding petroleum, and he says:— "In the area under consideration, and probably throughout Mesopotamia the mineral of unique and outstanding importance is petroleum. It is perhaps unnecessary to point out that its occurrence, on account of the extreme mobility of the mineral, is a subject of considerable complexity and of many limitations. Bearing in mind, therefore, the uncertainty of prognostication on such a subject, my opinion, based on evidence collected over a fairly extended tour, is that the country will probably take a not unimportant place among the world's sources of petroleum. It should rival the Persian fields, and collectively outclass those of Burma."

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EUROPE'S TASK.

MR. LLOYD GEORGE ON THE
ROLE OF BRITAIN.

Mr. Lloyd George fulfilled a series of engagements on July 19th, at Aberystwyth, the gaily decorated streets of which were crowded with visitors from all parts of Wales. The Premier was presented with the freedom of the borough, was entertained at lunch, and participated in the jubilee celebrations of the University College of Wales.

In the course of a speech which he delivered after receiving the freedom of Aberystwyth the Prime Minister emphasised the paramount necessity at the present time of the workmen and the peoples of the world working together to preserve the peace which had been won as the result of such terrible sacrifices. He expressed his confidence in the ability of British character to achieve the tasks now before us. "My hope," he remarked, "is in Britain and British character every time."

There was a big gathering in the new College Hall, in which, at noon, a "special meeting of the Town Council" was held. Alderman Edward Edwards, brother of the late Sir Owen M. Edwards, and Lieut. Colonel Fossett Roberts, another Alderman, moved and seconded respectively a resolution formally conferring the freedom in recognition of the Premier's noble services, his love for the language, religion, and institutions of his own people, and "his wonderful success as chief official of the realm during the most terrible war in the history of the world." The resolution was contained in a silver basket. Mr. Lloyd George was given a wonderful reception—cheer after cheer was raised, and there was tumultuous clapping and stamping of feet as the basket was handed to him by the Mayor.

Mr. Lloyd George first expressed his thanks in Welsh, and, proceeding in English, said: "It was a terrible war. Turb-pikes have been abolished in this country; but there was one road where the gates had not been taken off—that was the road of freedom. Never did the world pay such a heavy toll for clearing that turn-pike and cutting a path for the nations to march along as they did from 1914 to 1918. Ten millions of young men fell in Europe; and there came heavy debts and heavy taxation throughout the world—a demoralisation and disorganisation of all the machinery of civilisation, a devastation which has not yet been repaired, and a devastation, too, in millions of hearts that will not be repaired as long as life lasts."

THE PRICE OF FREEDOM.

Was it too high a price to pay? That depends upon the value you attach to human freedom. The answer will be in your own heart, according to your assessment of liberty. When we think of the devastation and the loss and the difficulties encountered by nations we are often tempted to ask (here Mr. Lloyd George quoted in Welsh a line from a poem recently written by himself, adding that he only knew his own phrases in the vernacular). He continued: "Moments of doubt come on every road, even the high road; you can tread no path but that it is pitted with doubts. When doubts come ask yourself this question: 'What was the alternative? I will tell you the alternative—an arrogant, ruthless military empire astride Europe, France prostrate, Russia prostrate, the little nations trampled upon—Europe, which has suffered more almost than any other continent for national freedom, trampled under an iron tyranny. That was the alternative. Britain would have survived the worst for a while. God has given us the seas—our most round this castle in the ocean. No empire could have crossed that, but you would have had a British Empire face to face with a Europe which would have become a German empire—two empires facing each other with concentrated fury, intensest passion, waiting for the dread and deadly moment when the final struggle would come. That is what we paid the big price to avert." (Cheers.)

What would have happened in that great final Armageddon I do not know. Who can predict? War is like an illness; you cannot tell where it will strike. All I know is that every nerve, every fibre, every resource possessed by this great Empire would have had to be concentrated; that would have been part of the machinery; and we should have been now inventing, preparing, organising the machinery of destruction to meet other machines of destruction across the flood which, one day, would have burst upon us. When you have doubts in your mind as to the value of what you won in that war just reflect on what would have happened if you had not achieved the victory which freed the world from a great menace. (Cheers.)

But do not let it happen again. (Cheers.) It is too terrible. How are you to avert it? If you had a great catastrophe one day in Aberystwyth which killed 100 of you young men, and maimed and mutilated many more, and trebled your burdens, there would have been a determination to rebuild in such a way that that catastrophe could never happen again. (Cheers.) That is the supreme task of statesmanship at this moment. You may quarrel about this, and you may disagree about that, and you may think that that might have been better done; but the mind, the heart, of the people ought to be directed to one thought—to see that the deluge never comes again. (Cheers.) We are rebuilding. It needs patience, steadiness, industry, and as much unity as possible in a country where we have always had our little quarrels upon many topics. "We are slowly working through our difficulties. It will be one of the most amazing stories when it comes to be written, not merely how Britain, absolutely unprepared for war, leaped into the arena with very little armour and a naked sword, and how, in a couple of years, she had the greatest armies in the world. But I will tell you another thing, not as dramatic, not as startling, and, therefore, not attract-

ing the same attention—that is the quiet, steady, unassuming, but resolute and direct way in which she has since been pulling herself together, gradually gathering up her resources, standing herself, and putting herself in the position where at the present moment she stands—foremost in Europe in many things which had been challenged or destroyed in the course of the war."

That is not obvious to you, but stand on the watch tower and you will see it. Look at what has happened over there in that land, at what is happening in that country, what has happened to the kingdom and that empire—to their commerce, trade, and industry, the condition of their people and their prospects—and just see how this country is gradually filling up her depleted reservoirs, how she is building up her battered fabrics, how this country has won a confidence in the world for steadiness such as she has never had before.

My hope is in Britain and British character every time. (Cheers.) She faced the greatest cataclysm in history and got through. She is facing her troubles again with the same old calm, the same old determination and resource which she has always displayed. We are pulling through our difficulties we are building on sound foundations. (Cheers.) We are not trying to emulate the artificial prosperity fostered in other lands—prosperity built on sand. Such prosperity will stand for a time. It looks a fine structure, its flags are flying, and you think all is well. Whilst here are we—we have hardly got the roof on, and the timber is all over the place—there you have mounds of sand and pits of concrete, and all, perhaps, looks confusion. But never you mind; we are building on firm foundations, and Britain will be stronger than ever in the years to come. (Cheers.)

UNITY ESSENTIAL TO PEACE.

But peace is essential, vital; the world cannot get on without it, and the friends of peace must work together. (Cheers.) There are too many sects amongst them. Their business is not to preach a sect but the gospel of peace. There are so many causes that at any moment may provoke disagreement and conflicts that you want all the friends of peace to stand together like an impenetrable wall, to prevent any quarrels getting through to the hearts of the nations. (Cheers.) There are men who say they believe in conferences, others who say they do not; some who say they believe in the League of Nations and nothing else, and others who say they believe in something other than the League of Nations. You want everything that makes for peace. Don't let us have men saying they won't have any one shouldering the ark except those who belong to a privileged tribe. (Cheers.) Let us work together. I do not say we should agree together. (Laughter.) That is asking too much. I don't mean to say that all your doctrines and principles should be absolutely squared with each other, but whatever our views in the whole alphabet of political belief from A to Z, let everybody who believes in peace work in peace together. Whatever happens let us avert a repetition of the great calamity. (Cheers.)

When Johnny

goes off

to school

for the first time, with his new school books and his first school lunch, be sure to take his picture!

Such occasions can almost be said to DEMAND a Camera. To be always ready, see about an outfit to-day.

A. TACK & Co.

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PEACH'S CURTAINS

Send for Buyers' Guide Free Showing Latest Styles and Prices. Direct from the Looms. CURTAINS of Mable, CASHEMERE, BUCKRAM, COTTONS, LINENS, LACES, &c. Buy Direct. "The Weave that Wins." 60 years' Reputation. Special Shopping Facilities. Delivery Guaranteed. PEACH & SONS, 604 THE LOOMS, NOTTINGHAM, England.

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DR. LECLERC'S REMEDY FOR ITCH. INVOLVED FOR SEASONS OF ITCH. CHAS. GRAY, BATHURST COURT, LONDON. PRICE 1/-, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6, 32/6, 33/6, 34/6, 35/6, 36/6, 37/6, 38/6, 39/6, 40/6, 41/6, 42/6, 43/6, 44/6, 45/6, 46/6, 47/6, 48/6, 49/6, 50/6, 51/6, 52/6, 53/6, 54/6, 55/6, 56/6, 57/6, 58/6, 59/6, 60/6, 61/6, 62/6, 63/6, 64/6, 65/6, 66/6, 67/6, 68/6, 69/6, 70/6, 71/6, 72/6, 73/6, 74/6, 75/6, 76/6, 77/6, 78/6, 79/6, 80/6, 81/6, 82/6, 83/6, 84/6, 85/6, 86/6, 87/6, 88/6, 89/6, 90/6, 91/6, 92/6, 93/6, 94/6, 95/6, 96/6, 97/6, 98/6, 99/6, 100/6.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SHANGHAI	"HOSANG"	Sunday	27th Aug.	Noon
BANGKOK via SWATOW	"DEUFAR"	Tuesday	29th Aug.	Noon
NEWCHANG via FOCHOW	"LOKSANG"	Tuesday	29th Aug.	Noon
HAIPHONG via HOIHOW	"CHIPSING"	Thursday	31st Aug.	4 p.m.
TSINGTAU via SWATOW	"MINGSANG"	Wednesday	30th Aug.	D.L.
SHANGHAI	"KWONGSANG"	Wednesday	30th Aug.	Noon
KOBE	"KUMSANG"	Thursday	31st Aug.	Noon
STRAITS & CALCUTTA	"HOSANG"	Friday	1st Sept.	Noon
MANILA	"LOKSANG"	Friday	1st Sept.	8 p.m.
SANDAKAN	"HOSANG"	Tuesday	5th Sept.	Noon
KOBE	"FOKSANG"	Wednesday	6th Sept.	Noon
CALCUTTA LINE	"KUMSANG"	Sunday	10th Sept.	D.L.

—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, and are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through bills of lading are obtained and through Bill of Lading are issued.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when and where convenient.

BORNEO LINE—Fortnightly sailings toward from Sandakan by two 1,000-ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau, and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Wafaiwei and Chiaoow.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

"HOSANG" will be despatched on or about Friday, 1st Sept., at Noon, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARTNEY"	29th August	29th August
"GLENAMORY"	15th September	15th September
"GLENOGLE"	23rd September	23rd September

HOMWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLUCE"	2nd Sept.	2nd Sept.
"GLENSHANE"	3rd Sept.	3rd Sept.
"PEMBROKESHIRE"	24th Sept.	24th Sept.
"GLENADE"	25th Sept.	25th Sept.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., Agents.

Telephone No. 215 sub-ex. 23 and 2224.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

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THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.



ELLERMAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

S.S. "CITY OF SYDNEY" ... 27th Aug. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.S.S. "CITY OF MANCHESTER" ... 28th Aug. ... Marseilles, London & Antwerp.
S.S. "CITY OF FLORENCE" ... 6th Sept. ... London, Antwerp, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE LTD.

Reiss & Co., CANTON.

General Agents.

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.S.S. "TITAN" ... via Suez Canal ... 5th Sept.
S.S. "CITY OF LINCOLN" ... via Suez Canal ... 15th Sept.
S.S. "CITY OF BRISTOL" ... via Suez Canal ... 25th Sept.
S.S. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE LTD., HONGKONG,
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.

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MESSAGERIES MARITIMES**SERVICES CONTRACTUELS**MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMER & DISPLACEMENT. SAILING DATE.SHANGHAI, KOBE & YOKOHAMA ... "ANGKOR" ... 15,000 ... On or about 1st Sept.
YOKOHAMA ... "ANGERS" ... 15,000 ... On or about 15th Sept.
MARSEILLES, via HAI-FONG, SAIGON, PENANG, COLOMBO, SUEZ & PORT SAID ... "CORDILLERE" ... 11,000 ... On or about 5th Sept.
MARSEILLES, via HAI-FONG, SAIGON, PENANG, COLOMBO, SUEZ & PORT SAID ... "AMAZONE" ... 11,000 ... On or about 19th Sept.
MARSEILLES, via HAI-FONG, SAIGON, PENANG, COLOMBO, SUEZ & PORT SAID ... "ANGKOR" ... 15,000 ... On or about 3rd Oct.
MARSEILLES, via HAI-FONG, SAIGON, PENANG, COLOMBO, SUEZ & PORT SAID ... "ANGERS" ... 15,000 ... On or about 17th Oct.**COMMERCIAL LINE**HARVEY, DUNKERK & ANTWERP DIRECT ... "LT. ST. LOUBERT BIE" ... About 26th Sept.
ALSO SERVICE TO BORDEAUX (ON APPLICATION)For further particulars, etc., apply to
CONSIGNATION—TRANSIT—REPRESENTATION:
Telephone 740.A. JOBAED,
Acting Agent,
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE OF Fast, High Class Coast Steamers, having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, "Galeries and Excellent cuisine."

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIFONG ... Capt. W. S. Turnbull ... Tuesday, 29th Aug., at 1 p.m.
HAICHING ... Capt. J. S. Thomson ... Friday, 1st Sept., at 1 p.m.
HAIPHONG ... Capt. W. C. Passmore ... Tuesday, 5th Sept., at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blaks Pier).

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.
General Manager.**YAMASHITA KISEN KAISHA**
(THE YAMASHITA S.S. Co. Ltd.)REGULAR FREIGHT & PASSENGER SERVICE
BETWEENKEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 31st Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZU MARU" ... on or about 31st Aug.

For further particulars, please apply to—

Branch Office:
No. 17 Beasam Street, West
Tel. No. 155.
S. MITARAI,
Agent,
Top Floor, King's Building,
Tel. No. 140.**P. & O., British India****Apcar and Eastern & Australian Lines**

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

SS	Tonn	From Hongkong (about)	Destination
"JEYPORE" +	5,318	30th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,092	20th Aug.	do.
"NOVABA"	8,850	18th Sept.	do.
"ROUDAN"	8,696	22nd Sept.	Spore, Penang, Colombo & Bombay
"MACEDONIA"	10,518	27th Sept.	(Bombay, Marseilles, London & Antwerp.)
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	24th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,096	8th Nov.	Bombay, Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	10th Jan., 1923	do.
"SARDINIA"	6,580	24th Jan.	do.
"NELLORE"	6,253	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS"EGRA" ... 5,108 ... 28th Aug. Noon Singapore via Amoy.
"GREGORY APCAR" ... 4,648 ... 2nd Sept. (Calcutta via Singapore, Port Swettenham & Penang)**EASTERN & AUSTRALIAN SAILINGS (North)**

"EASTERN" ... 4,000 ... 31st Aug. Noon (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc.]
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN**"TORILLA" ... 5,205 ... 29th Aug. Noon Kobe & Moji.
"KALYAN" ... 8,987 ... 30th Aug. 4 p.m. Shanghai, Kobe & Yokohama.
"ROUDAN" ... 8,696 ... 7th Sept. Shanghai.
"MACEDONIA" ... 11,000 ... 9th Sept. Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by R.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—
Cargo only.**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE. Tuesday, 19th Sept.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE. Saturday, 24th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service. Friday, 1st Sept.

CALCUTTA via SINGAPORE & RANGOON. Saturday, 28th Aug.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service. Friday, 1st Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports. Tuesday, 19th Sept.

NEW ORELEANS LINE via SUEZ. Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai. Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers. Every Sunday.

TAKAO via SWATOW AMOY. Thursday, 7th Sept.

Tel. No. 4060. Y. YASUDA, Manager

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

SS. "SLAVIO PRINCH" ... End of September.

For Freight and full particulars apply to—
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(Incorporated in Great Britain)
81, George's Buildings.
Telephone 2165.
Telegrams (Paraprase)**C. N. C.****CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATIONS**For HOIHOW, PAKHOI & HAIPHONG ... "KAIKONG" ... On 28th Aug. 8 a.m.
SHANGHAI ... "SHANSHI" ... On 28th Aug. 4 p.m.
SHANGHAI ... "YINGCHOW" ... On 27th Aug. Noon.
SWATOW & RANGKOK ... "KIANGSU" ... On 27th Aug. 4 p.m.
SHANGHAI ... "CHENGTO" ... On 28th Aug. 4 p.m.
SHANGHAI ... "ICHANG" ... On 28th Aug. D.L.
SHANGHAI ... "SZOCHUEN" ... On 28th Aug. 4 p.m.
SHANGHAI & TIENTSIN ... "LIANGCHOW" ... On 30th Aug. 4 p.m.
MANILA, CEBU & ILOILO ... "TAMING" ... On 2nd Sept. 4 p.m.
SWATOW & AMOY ... "KIANGCHOW" ... On 2nd Sept. 4 p.m.
SWATOW & SINGAPORE ... "KWEIYANG" ... On 3rd Sept. 4 p.m.
SWATOW & BANGKOK ... "KAYING" ... On 5th Sept. 4 p.m.
WUHAN, CHITOO & TIENTSIN ... "KUEICHOW" ... On 6th Sept. 4 p.m.SHANGHAI LINE—PASSENGER, MAILS, and CARGO
Excellent Saloon accommodation. Linships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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BUTTERFIELD & SWIRE
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Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

SIAMESE STEAMSHIP CO., LTD.**SAILINGS FROM HONGKONG**FOR STEAMER TO SAIL
BANGKOK ... "DOEN SAMUD" ... Sept. 11th, 6 p.m.
BANGKOK ... "PHAN SAMUD" ... Sept. 18th, 6 p.m.

For further particulars apply to

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.Steamer Arr. Hongkong from Australia Lv. Hongkong for Manila & Australian Ports
"TAIYUAN" ... 23rd Sept.
"CHANGSHA" ... 15th Oct. 27th Sept.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Rates. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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PACIFIC MAIL S.S. CO., Managing Agents,**U.S. SHIPPING BOARD EMERGENCY****FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ 8620.50 First Class

Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA, and HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... 14th Sept. ... Arrived San Francisco

S.S. "PRESIDENT WILSON" (formerly "GOLDEN STATE") ... Sept. 18th ... Oct. 6th

S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE") ... Oct. 4th ... Oct. 28th

S.S. "PRESIDENT TAFT" ... Oct. 14th ... Nov. 5th

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG AND RANGOON.

S.S. "LAKE FIELDING" ... Sept. 1st, at noon

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK.

S.S. "HEFFRON" ... Aug. 28th

S.S. "VICTORIOUS" ... Aug. 31st

S.S. "ETHANALLEN" ... Oct. 10th

S.S. "HANOVER" ... Nov. 8th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.

Agents At CANTON—REISS & Co.

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DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON**

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH-BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

YUMLU having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "PERSIA" ... sailing on or about 6th September.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRACIA" ... sailing on or about 6th September.

S.S. "PERSIA" ... sailing on or about 26th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing 20th August.

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
STRAITS	Apra	26th August
U.S.A. JAPAN and SHANGHAI	Per Madras	26th August
SHANGHAI	Per Madras	26th August
SHANTUNG	Per Madras	26th August
BOMBAY & STRAITS	Per Madras	26th August
STRAITS	Per Madras	26th August
JAPAN & SHANGHAI	Per Madras	26th August
SHANGHAI	Per Madras	26th August
JAPAN	Per Madras	26th August
CALCUTTA & STRAITS	Per Madras	26th August
Europe via Suez (Letters and Papers)	Per Madras	26th August
London 25th July, & Parcel, Mail	Per Madras	26th August
19th July	Per Madras	26th August

OUTWARD MAILS.

For	Per	Date
Shanghai, N. China, Japan, Canada	Per Madras	Saturday, 26th
U.S.A. Central & South America, & EUROPE via VANCOUVER B.C.	Per Madras	Saturday, 26th
—due Vancouver B.C. Sept. 12th	Per Madras	Saturday, 26th
Saigon	Per Madras	Saturday, 26th
Shanghai and North China	Per Madras	Saturday, 26th
Kobe	Per Madras	Saturday, 26th
Saigon, Samarang & Surabaya	Per Madras	Saturday, 26th
Saigon	Per Madras	Saturday, 26th

*Correspondence bearing vessel's name.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"THESEUS" 4TH SEPT. London, Rotterdam & Antwerp.
 "RHEBUS" 11TH SEPT. London, Rotterdam & Hamburg.
 "TEIRESIAS" 25TH SEPT. London, Amsterdam & Antwerp.
 "LAOMEDON" 2ND OCT. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).
 "NINGHOW" 7TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.
 "HECTOR" 20TH SEPT. Liverpool & Glasgow.
 "KNIGHT TEMPLAR" 2ND OCT. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

(VIA KOREA AND YOKOHAMA).
 "IXION" 29TH AUG. Victoria, Seattle & Vancouver.
 "TALTHYBIUS" 19TH SEPT. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
 "TITAN" 5TH SEPT. via Suez.
 "PELEUS" 5TH OCT. via Suez.
 "AGAMEMNON" 25TH OCT. via Suez.

PASSENGER SERVICE

"TEIRESIAS" 25TH SEPT. for Singapore & London.
 "PYRRHUS" 1ST NOV. for Shanghai & Japan.
 "PYRRHUS" 4TH DEC. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 AGENTS

THE ROYAL BANK OF CANADA

HEAD OFFICE, MONTREAL
 LONDON, ENGLAND
 NEW YORK
 731 BRANCHES
 624 Branches in Canada and Newfoundland, also
 107 FOREIGN BRANCHES.
 ARGENTINE BRAZIL URUGUAY
 VENEZUELA COLOMBIA COSTA RICA
 WEST INDIES
 CAPITAL PAID UP AND RESERVES \$40,000,000
 TOTAL RESOURCES \$550,000,000

ASIA BANKING CORPORATION

CAPITAL U.S. \$1,000,000. SURPLUS U.S. \$1,100,000.
 Controlled by a group of large American Banks and operated under laws of the
 Federal Reserve Bank and the New York State Banking Department.
 Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling,
 France, Piao and Local Currency upon application.
 Through our correspondents in all parts of the World we are qualified to render an
 International Banking Service that is economical, accurate and prompt.
 HEAD OFFICE IN THE UNITED STATES
 NEW YORK
 HEAD OFFICE IN THE FAR EAST
 SHANGHAI
 BRANCH OFFICES:
 PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG,
 SINGAPORE, MANILA, SAN FRANCISCO.
 D. N. BIGGAR,
 MANAGER.

COMMERCIAL

OPENING QUOTATIONS.

25th August, 1922.	
ON LONDON.—	
Telegraphic Transfer	2/4
Bank Bill on demand	2/4
Bank Bill at 30 days sight	2/4
Bank Bills at 4 months sight	2/7 1/2
Credit at 4 months sight	2/7 1/2
Documentary Bills at 4 months sight	2/7 1/2
ON PARIS.—	
Bank Bills on demand	740
Credit at 4 months sight	778
ON NEW YORK.—	
Bank Bills on demand	57 1/2
Credit at 60 days sight	59
ON BOMBAY.—	
Telegraphic Transfer	196 1/2
Bank Bills on demand	196 1/2
ON CALCUTTA.—	
Telegraphic Transfer	196 1/2
Bank Bills on demand	196 1/2
ON SHANGHAI.—	
Bank Bills at sight	118 1/2
Private, 30 days sight	118 1/2
ON YOKOHAMA.—On demand	118 1/2
ON MANILA.—On demand	118 1/2
ON SINGAPORE.—On demand	118 1/2
ON HATYAI.—On demand	143
ON HONGKONG.—On demand	nom.
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	8 1/4
SOVEREIGN, Bank's Buying rate	7.68 p.
GOLD LEAF 100 fine per tola	44.60
SILVER per oz.	35 1/2